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Project: Proposed Residential Development
Land South of Holt Road, Wrexham

Client: Barratt Homes and Bloor Homes North West

Document: Addendum Transport Assessment

Application Reference P/2021/0436



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1 Introduction

Background

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Barratt Homes and Bloor Homes North West to undertake an assessment of the potential transport issues arising from a residential development on a site to the south of the A534 Holt Road in Wrexham, north Wales.
- 1.2 The location of the site at a strategic level is shown in **Figure 1.1**. This shows that the site is on the east side of Wrexham and the accessibility to the trunk road network which includes the A483 and A55 in north Wales and the connections to the northwest of England via the M53 and M56. The A534 to the east of Wrexham is less strategic and serves the rural area of west Cheshire before linking with Nantwich and Crewe. **Figure 1.1** also shows the rail connections serving Wrexham.
- 1.3 The site is an allocation in the Wrexham Local Development Plan (LDP) which was adopted in December 2023. The site forms the northern part of Key Strategic Site 2 (KSS2) within the LDP which is allocated for 1,580 homes in the plan period and represents an essential component of the Council's housing delivery strategy.
- 1.4 **Figure 1.2** shows the site location in a local context and **Figure 1.3** shows the area immediately surrounding the site in more detail. These Figures show the site boundary and the wider boundary of the KSS2 allocation. In this context the site is bounded by the A534 Holt Road to the north, Bryn Estyn Road to the south, existing residential development to the west and open land to the east. The KSS2 allocation extends south and west of Bryn Estyn Road and has a further highway frontage with Cefn Road along its western edge. These Figures show that the site is located between Wrexham City centre and Wrexham Industrial Estate.
- 1.5 CBO has been advising Barratt Homes and Bloor Homes on KSS2 north for a number of years. Our work has included:
 - Preparation of transport related reports for an outline planning application for 600 homes on the site, submitted in 2019 under planning application Reference P/2019/0005. This application was refused but not on highways grounds.
 - Providing inputs to Wrexham's LDP modelling of the KSS2 site which formed the evidence base for the LDP Examination.
 - Preparation of a Transport Assessment and Framework Travel Plan for a second outline application for 600 homes on the site submitted in December 2020 under planning application reference P/2021/0436. In transport terms this application was almost identical to the 2019 application which was not refused on highways grounds.
- 1.6 The December 2020 application (P/2021/0436) has not yet been determined. As the LDP has been adopted and KSS2 is now therefore a fully allocated site, Barratt Homes and Bloor Homes are seeking resolution of the application as quickly as possible.
- 1.7 As the Transport Assessment prepared for the application is now 2 years old CBO has been asked to provide an addendum which updates the information included in the original report. This updated information is included in this Addendum Transport Assessment report.

Agreed Mitigation

- 1.8 As set out in the Transport Assessment the 2020 planning application incorporates an agreed highway mitigation package for the KSS2 north development which was developed for the 2019 application.
- 1.9 The agreed mitigation was based on the comprehensive modelling work undertaken for the LDP which looked at the cumulative impacts of development on KSS2 north and south and KSS3 – KSS3 is a large employment allocation to the north of the Industrial Estate.
- 1.10 A mitigation strategy was identified from this modelling work to address the cumulative impacts of the three sites and from this, mitigation derived for just KSS2 north. This agreed mitigation involved three elements:-

- The provision of a main site access from the southern side of the A534 Holt Road / A5156 roundabout, together with widening of the westbound A534 approach to the roundabout and the southern section of the circulatory carriageway. The delivery of the scheme would be through planning condition with Barratt and Bloor funding and implementing the works in their entirety.
- The provision of a link road through the site from the A534 Holt Road / A5156 roundabout to Bryn Estyn Road on the southern boundary of the site.
- Contribution to the cost of the section of the link road between the southern boundary of the northern part of KSS2 and the northern boundary of the southern part.

Basis of this 2020 Application

- 1.11 As with the 2019 application the development proposed under this application is for up to 600 homes on the KSS2 north site. The application is in outline with all matters reserved other than the point of access from the A534 Holt Road / A5156 roundabout at the north of the site.
- 1.12 In this context the proposed access arrangement for which planning permission is being sought is shown in CBO drawing CBO-0322-017 in **Appendix A**. This is the same drawing that was recommended for approval in the 2019 application and which members did not find issue with.
- 1.13 The access scheme in drawing CBO-0322-017 shows the first section the access road into the site together with the widening to the A534 Holt Road westbound approach and the southern section of the circulatory carriageway. Again, these works would be delivered through planning condition with Barratt and Bloor funding and implementing them in their entirety.
- 1.14 All other matters are reserved although a parameters plan showing an indicative development framework has been prepared. The parameters plan is shown in Randall Thorp drawing 6618 05 D in **Appendix B**. This parameters plan differs slightly from that submitted with the 2019 application in that the point the link road meets Bryn Estyn Road has been moved to the east. While the alignment of the link road and the point it crosses Bryn Estyn Road are reserved matters and not fixed at this stage, discussions with Council officers to date indicate that this revised location is the most likely to be taken forward by themselves and the developers of KSS2 south.
- 1.15 Barratt and Bloor are committed to providing the link road to Bryn Estyn Road as part of the development of the KSS2 north site. The timing of completion of their part of the link road is considered in the Transport Assessment and it has now been agreed with the Council that the road would be completed before occupation of the 250th dwelling.
- 1.16 Barratt and Bloor are also committed to providing a proportionate contribution (agreed to be 35%) to the cost of the link road crossing of Bryn Estyn Road and Council owned land to link up with KSS2 south. The other part of the contribution would be provided by the developer of KSS2 south, with the contribution proportioned by the number of units on each site. On this basis Barratt and Bloor would contribute 35% of the cost of the link road crossing of Bryn Estyn Road. Again, it has now been agreed that this contribution would be made on occupation of the 300th dwelling.
- 1.17 Other than the agreements on the timing of the completion of the link road and contribution to there have been no changes to these drawings or parameters since the application was submitted.

Impact on the Trunk Road Network

- 1.18 Welsh Government has not issued a direction to this application. A copy of their letter advising this, dated 5th July 2021 is included in **Appendix C**.

Basis and Structure of this Report

- 1.19 This report updates the information presented in the original TA to consider whether there have been any material changes which might affect the conclusions of the original report. On this basis the report is structured in the following way.
- 1.20 Any relevant policy changes are set out in the concluding part of this introductory section.

- 1.21 Existing highway conditions are covered in Section 2 and any changes to those set out in the Transport Assessment considered. Similarly, Section 3 considers the accessibility of the site by the sustainable modes and linkage to the surrounding area.
- 1.22 Section 4 provides a summary of the development proposals and Section 5 considers the traffic generation and distribution and whether this is still valid.
- 1.23 Section 6 considers the LDP modelling and whether the conclusions drawn from the modelling on the required mitigation remain valid.
- 1.24 The conclusions and recommendations of the report are included in Section 7.

Transport Planning Policy

- 1.25 There have been a number of policy changes since the application was submitted. The most significant of these is of course that the LDP is now adopted so the site is a full allocation.
- 1.26 The KSS2 policy in the adopted LDP is SP4. In the deposit draft it was SP5 but the wording of the policy is effectively the same.
- 1.27 As an allocation in the LDP and given an application for the same development has been to committee and not refused on highways grounds, residential development on this site, brought forward in the manner proposed, is clearly consistent with policy.
- 1.28 When the application was submitted Edition 10 of Planning Policy Wales (PPW) provided the strategic policy background. Since then PPW has been updated twice and the current version is Edition 12 published in February 2024. The new version of PPW continues to promote a very strong focus on following an accessibility lead approach. The sections of PPW Edition 10 referenced in the TA do however remain unchanged in the new version, other than a change to paragraph numbers.
- 1.29 Transport policies are still included in Section 4 entitled "Active and Social Places". Paragraph 4.1.1 introduces the transport section and reads:

The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- *Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*
- *Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*
- *Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*
- *Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.*

- 1.30 The introduction to this paragraph in PPW reads the same in Edition 12 as it did in Edition 10. The bullet points have been rewritten but their thrust remains the same with the focus on accessible locations and sustainable transport modes.

- 1.31 In the subsection of Planning Policy Wales entitled Sustainable Transport, paragraphs 4.1.9 and 4.1.10 (which were paragraphs 4.1.8 and 4.1.9 in Edition 10) state:

The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.

The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*

- 1.32 Locally this has been translated into Wrexham's Sustainable Urban Mobility Plan (SUMP) and informed the policies in the now adopted LDP.

- 1.33 Specifically in terms of the transport policy hierarchy sitting above the SUMP is national and regional policy including the Active Travel Act which requires Welsh authorities to provide routes and encourage people to walk and cycle and Technical Advice Note 18: Transport (TAN 18).

- 1.34 TAN 18 remains current guidance and the Active Travel Act is now supported by a Guidance document which was published in July 2021. The Active Travel Act Guidance provides a practical context but in policy terms there has been no change since the application was submitted.

- 1.35 TAN 18 (paragraph 3.3) states:

The location of new residential development has a significant influence on travel patterns as the majority of trips start or finish at home.... It should be the key aim of development plans to identify residential sites that are accessible to jobs, shops and services by modes other than the car.

- 1.36 Paragraph 3.4 of TAN 18 continues with:

Settlement policies and residential allocations in development plans should therefore promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops.

- 1.37 Finally, paragraph 3.8 TAN 18 states

Locations that are highly accessible by a variety of modes offer significant opportunities to make travel patterns more sustainable.

- 1.38 As we noted in the TA the Vision of the SUMP makes it clear that transport solutions in the County will be made up of physical, technological, operational and behavioural measures. It is not just about providing road infrastructure to provide 24/7 free flowing traffic.

- 1.39 The SUMP has five Objectives all focused on the provision of sustainable communities within a sustainable transport network.

- Safer Places: Wrexham Connected will work with partners to create places and environments where people from all walks of life can live, work and play safely together - both on and off the transport network and at the final destination.*
- Sustainable Places: Wrexham Connected will embrace a 'sustainable', transport-first approach to new development through the planning process. It will facilitate and manage the County Borough's growth agenda in the most sustainable and efficient way possible, strengthening its economy and improving access to jobs, education, services and tourism.*
- Healthy Places: Wrexham Connected will reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumption. It will contribute to raising health standards through the*

promotion of active travel, particularly along the 'last mile'. By connecting communities we will make it easier for people to access open spaces and the countryside.

- *Affordable Places: Wrexham Connected will stimulate inward investment and regeneration that leads to job-creation across a wide skill-base, using the planning process to ensure that affordable housing and employment needs are met.*
- *Well Connected Places: Wrexham Connected will enhance connectivity to, from and within Wrexham. Transport solutions will improve the attractiveness and quality of the environment both on key transport corridors and in the town centre.*

Adopted LDP Policy – Accessibility Lead Approach

- 1.40 The policies in the adopted LDP continue this theme of the accessibility lead approach and there has been no change in this regard from the deposit draft. The four strategic objectives of the Plan which are relevant to the development of KSS2 in this context are:-
- *Strategic Objective 4: Promote active travel and use of public transport by locating new development in the most accessible and sustainable locations; and seek to alleviate known highway infrastructure capacity constraints on the road network within the County Borough.*
 - *Strategic Objective 6: Promote and encourage a healthy, active and safe lifestyle.*
 - *Strategic Objective 8: Ensure all development is supported by the necessary provision of, or improvements to infrastructure, services and facilities in an effective and timely manner to make development sustainable and minimise its effect upon existing communities.*
 - *Strategic Objective 10: Maximise our resistance to, and prepare for the consequences of climate change by reducing carbon emissions and the demand for energy, promoting the use of renewable resources, avoiding developing in areas of known flood risk and using a green infrastructure based approach to the planning and design of new development.*
- 1.41 SO4,6 and 8 remain unchanged from the deposit draft with the essence of SO10, particularly as it relates to transport and movement and the objective of reducing carbon emissions is the same.
- 1.42 While there have been some minor changes in the policy framework since the application was submitted, they do not materially affect the basis against which the application has been prepared or against which it should be determined.

2 Existing Conditions

Site Description

- 2.1 As shown in **Figures 1.2 and 1.3** the site is located on the eastern edge of Wrexham and immediately to the south of the A534 Holt Road. The site is approximately rectangular in shape and has an area of 28 hectares. It is currently farm land. There has been no change in this regard since the application was submitted.

The Local Highway Network

- 2.2 There have been no physical changes to the local highway network since the application was submitted. A full description is provided in the TA (paragraphs 2.4 to 2.18).
- 2.3 In September 2023 the Welsh Government introduced a reduction in the default urban speed limit from 30mph to 20mph. This has resulted in the speed limit on all roads in the vicinity of the site which had a 30mph speed limit when the application was submitted reducing to 20mph. This includes the A534 Holt Road to the west of the site and Cefn Road.

Peak Hour Traffic Flows

- 2.4 In the Transport Assessment traffic flows were presented from surveys undertaken in 2017 and 2018 (Figures 2.1 and 2.2 of that Report). These flows were from the same data sets that were used for the VISSIM modelling.
- 2.5 At the time the Transport Assessment was prepared traffic flows were being significantly impacted by Covid 19, so it was not possible to undertake further traffic surveys.
- 2.6 Now however the short term impacts of Covid have passed and so new traffic counts have been undertaken for the following junctions in the study area:-
- The Greyhound Roundabout (A534 Holt Road / Cefn Road junction)
 - The A534 / A5156 Roundabout (where the site access will be taken from)
 - The A534 / Industrial Estate Roundabout
 - The A5156 / Borrass Park Road Junction
- 2.7 The surveys were undertaken in October 2023 by which time the 20mph speed limit had been introduced and signed.
- 2.8 **Figure 2.1** shows the traffic flows by turning movement for the 2017 / 18 the 2023 surveys for the morning peak hour (08:00 to 09:00). The 2023 flows are in bold red text on the Figure. For each of the four junctions a total flow is also presented. Whether the original surveys were from 2017 or 2018 is referenced in the Total Flow tables.
- 2.9 In most cases the 2023 flows are lower by turning movement than the 2017/18 flows and in all cases the total flows are lower in 2023. The reduction in traffic flow is most significant at the Greyhound and Industrial Estate Roundabouts where there were about 200 fewer vehicles passing through the junctions in 2023.
- 2.10 At the A534 / A5156 roundabout in 2018 the local access between the A5156 and A534 east approaches only served the golf club but it now also serves a Euro Garages roadside services, so is now busier.
- 2.11 Notwithstanding this in the morning peak hour the total flow at this junction in 2023 was still less than it was in 2018 even with Euro Garages open.
- 2.12 In the TA it was noted from the 2017 / 18 surveys how significant the Industrial Estate was in influencing traffic flow patterns on the road network. The 2023 surveys show the same thing.
- 2.13 **Figure 2.2** shows the same information for the evening peak hour (16:30 to 17:30). Again, most flows are lower in 2023 and the total flows at the Greyhound, Industrial Estate and Borrass Park roundabouts are lower.
- 2.14 At the A534 / A5156 roundabout the flows from Euro Garages mean the total 2023 flows are slightly higher than the 2018 flows but only 65 vehicles or 2% higher.

- 2.15 The flow on the A534 westbound approach - which is the arm of the junction where the mitigation scheme is being proposed to address queuing in the evening peak hour - was lower in 2023. Here the 2018 flow was 1,865 vehicles and the 2023 flow was 1,771.

Highway Conditions

- 2.16 In the context of typical urban peak period traffic conditions, Holt Road is not an unduly congested corridor. The Greyhound Roundabout is recognised locally as a congested junction, but our observations supported by queue surveys indicate that periods of queuing are relatively short. The lower traffic flows in 2023 mean that traffic is queuing less than it did.
- 2.17 The modern dual carriageway road network which serves the industrial estate, made up of the A5156, A534 (east) and the industrial estate access road is heavily trafficked in the peak direction. Despite traffic flow being lower in 2023 traffic conditions in 2023 were similar to those in 2017 / 18 so the summary set out below from the TA remains appropriate.
- 2.18 In the morning peak hour traffic does not queue on the A5156/A534/Industrial Estate route into the industrial estate but the high flow of traffic turning right at the industrial estate roundabout (into the industrial estate) causes some delay to traffic on the A534 Wrexham Road.
- 2.19 In the evening peak there are surges of traffic leaving the industrial estate associated with different work finish times the most pronounced being just after 17:00. This can lead to slow moving queuing on the industrial estate access road and the A534 (east) approach to the A5156 roundabout.
- 2.20 It is practically impossible to provide highway capacity to accommodate the surges of commuter traffic flow which occur at large employment sites when trip generation is concentrated into short periods of time. The access to the industrial estate is typical in this context and although the estate has a new modern high capacity highway network serving it, there are times when the demand from commuter traffic means some of the roundabout approaches are operating close to their design capacity.
- 2.21 This should not be interpreted as an indication that the network as a whole is operating at capacity or is not fit for purpose. During the majority of the day and in the non-peak direction in the peaks, when the roads will be accommodating goods and business traffic and other more strategic movements, the network has significant levels of spare capacity and provides the industrial estate with an excellent connection to the strategic road network and Wrexham.

Personal Injury Accident Record

- 2.22 With regard to personal injury accidents (PIA) in the study area, information was provided in the TA from the then most recent five year period on the Crashmap website (2015 to 2019). This PIA information has been up dated to include the current most recent 5 years on Crashmap – 2018 to 2022. This is summarised below in Table 2.1 – the 2015 to 2019 information is shown in brackets in the Table.

Table 2.1: Personal Injury Accidents

Location	All Casualties	Pedestrian Casualties	Cycle Casualties
Tesco Roundabout	2 (2)	0 (1)	1 (0)
A534 Tesco to Greyhound	10 (11)	4 (6)	3 (1)
Greyhound Roundabout	0 (2)	0 (0)	0 (2)
A534 Greyhound to A5156	3 (0)	1 (0)	1 (0)
A534/A5156 Roundabout	4 (2)	0 (0)	0 (0)
A534, A5156 to Industrial Estate	1 (2)	0 (1)	1 (1)
Industrial Estate Roundabout	2 (5)	0 (0)	0 (0)
A5156, A534 to Borrass Park Road	1 (0)	1 (0)	0 (0)
Borrass Park Roundabout	4 (3)	0 (0)	2 (2)

- 2.23 The accident data does not indicate a particular issue with highway safety in the local area and there have been no material changes in the most recent five year period. None of the junctions have a particularly poor accident record.

Overview of Highway Network

- 2.24 The A5156 and A534 (west) provide a modern high capacity road network. The fact that there is the opportunity to provide a direct connection to this network at the A5156 / A534 roundabout is a notable benefit of the site and means that the impact of site generated traffic on the urban roads to the west of the site is minimised.
- 2.25 Current traffic flows are lower than they were in 2017 and 2018 other than at the Euro Garage roadside services access on the A5156 / A534 roundabout.
- 2.26 Generally, the traffic generated from the residential development will be travelling in the opposite direction to the industrial estate commuter traffic.
- 2.27 The A534 Holt Road corridor is a typical urban road corridor with some peak period queueing associated with commuting and education trips albeit this is now less than it was with the reduction in traffic flows.
- 2.28 The adopted LDP policy (Policy SP4) requires consideration of the impact on this corridor particularly the Greyhound Roundabout, but conditions along this corridor do not indicate it would be a particular constraint to development of KSS2 given the ability to access the site directly from the strategic network and to provide a future connection to Cefn Road which bypasses the Greyhound junction.

3 Accessibility by the Sustainable Modes

Context

- 3.1 As set out in the introduction, the site is now an allocation for residential development in the LDP. As part of the process WCBC went through in determining the sites allocation, consideration will have been given to site sustainability, based on its proximity to Wrexham city centre and industrial estate. It therefore follows that the inclusion of the site with a residential allocation indicates an acceptance of the principle that the site is accessible and sustainable.
- 3.2 Section 3 of the TA provided a consideration of the accessibility of the site by the sustainable modes.
- 3.3 **Figure 1.2** shows the location of the site in the context of Wrexham and the industrial estate. **Figure 1.3** shows the local context including designated cycle routes and bus stops. **Figure 3.1** shows the location of local facilities such as schools and shops. These figures were included in the TA and there have been no material changes in this context.

Accessibility for Pedestrians and Cyclists

- 3.4 There have been no material changes to the provision for pedestrians and cyclists in the local area since the application was submitted. Details are provided in the TA (paragraphs 3.5 to 3.11).
- 3.5 The local facilities that are within walking and cycling distance are set out in the TA (paragraphs 3.12 to 3.27). There has been no material change to this information since the application was submitted.

Accessibility by Public Transport

- 3.6 The main bus serving the area is service 35 which runs to and from the City centre. The route of the bus is the same as it was when the application was submitted and is shown on **Figure 3.1**. The closest bus stops to the site continue to be on St Mellion Crescent.
- 3.7 As it did when the application was submitted, on Monday to Saturday the service runs between 08:00 to 18:00 with a 30 minute frequency. The travel time to and from the City centre is still less than 15 minutes.
- 3.8 Since the application a Sunday service has been introduced running hourly from 10:00 to 18:00.
- 3.9 The other bus serving the Holt Road corridor is Service 5 running between Wrexham and Chester. The service now is similar to that when the application was submitted. It runs an irregular frequency Monday to Saturday, at times every hour and at others every two hours. There have been some changes to timetabling, as an example the bus leaving Chester just before 17:00 which was noted in the TA now leaves slightly earlier.
- 3.10 As noted in the TA there are a number of buses in east Wrexham serving the industrial estate and this remains the case.
- 3.11 The information on rail presented in the TA is still current (paragraphs 3.35 to 3.38).

Overview

- 3.12 The allocation of the site indicates the Council consider the site to be in an accessible location, between the City centre and the industrial estate.
- 3.13 The level of accessibility for walking and cycling remains as it was when the application was submitted.
- 3.14 There has been an improvement in public transport accessibility with the introduction of a Sunday service on bus 35.
- 3.15 The opportunities noted in the TA to divert buses through the site and provide new services are still available.
- 3.16 As referenced in the TA there would be a comprehensive travel plan in place for the site secured through a planning condition. This would outline the measures that would be put in place to increase the use of walking, cycling and public transport.

4 Development Proposals

Development Content and Phasing

- 4.1 There has been no change to the proposed development content since the application was submitted. On this basis the site will accommodate a development of up to 600 dwellings. This will be made up of a mix of 2, 3 and 4 bedroom units with an indicative split of 20% 2 bed, 60% 3 bed and 20% 4 bed.
- 4.2 Up to 20% of the units would be affordable housing split between the 2 and 3 bedroom properties.
- 4.3 First occupation is now anticipated in 2026 with approximately a six year build out programme and therefore completion in 2032.

Access Framework

- 4.4 There has been no change to the proposed access arrangements since the application was submitted. For completeness the paragraphs from the Transport Assessment covering this are repeated below and updated to reflect the recent adoption of the LDP.
- 4.5 As outlined in the introduction the main access to the application land, or in other words the northern section of KSS2 will be from the southern side of the A534 Holt Road / A5156 roundabout. This is a relatively new roundabout constructed as part of a scheme to improve access to the industrial estate, a scheme which included upgrading the A534 to the east of junction to a dual carriageway and providing a further new roundabout and dual carriageway access road into the industrial estate. These roads are shown in **Figure 1.3**.
- 4.6 There is no existing connection to the roundabout on its southern side so there is plenty of space to accommodate a new access although the levels between the site and the roundabout provide some constraint to the location which can be addressed. In this context the proposed access to the roundabout is shown in CBO drawing CBO-0322-017 in **Appendix A**. Full planning approval for this access is being sought.
- 4.7 Again, as outlined in the introduction this is the same drawing that was recommended for approval in the 2019 application and which members did not find issue with.
- 4.8 The access will feed a main site spine road as shown in the masterplan for the site in **Appendix B**.
- 4.9 The spine road has been designed to provide the future link through to the southern section of KSS2 and provide a new link road to Cefn Road. The provision of connectivity between the northern and southern parts of the site is a LDP policy requirement for KSS2 (Policy SP4 in the adopted LDP). The provision of the link road would provide a new bus route and a traffic route to relieve the existing road network most notably the Greyhound roundabout.
- 4.10 The main site spine road would have a carriageway width of 7.0m, suitable for bus use and a moderate level of traffic flow. 3m wide shared footway/cycleways would be provided alongside the main route. It is envisaged the road would have a 30mph speed limit with frontage access to provide an urban feel to the road and act as a form of natural traffic calming.
- 4.11 As outlined in the introduction, Barratt and Bloor are committed to providing the link road to Bryn Estyn Road as part of the development of the KSS2 north site and to providing a proportionate contribution to the cost of the link road crossing of Bryn Estyn Road and Council owned land to link up with KSS2 south.
- 4.12 The masterplan shows there is the potential to provide a secondary access to the northern site through Thornhurst Drive but planning permission is not being sought for this access in this outline application. The nature and form of any access to Thornhurst Drive is a reserved matter.
- 4.13 There would however be notable accessibility benefits of providing access for pedestrians, cyclists and potentially buses through Thornhurst Drive. The masterplan shows a loop road arrangement in the site to maximise the opportunity for bus penetration. The access could potentially be used as an emergency access and a secondary access for vehicles.

- 4.14 Note that Planning Policy Wales supports the integration of new development with existing neighbourhoods. Paragraph 4.1.10 states

The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*

- 4.15 Should bus operators choose to do so, with the arrangement shown the existing bus (service 35) which serves the residential area to the west could be diverted into the site via the main A534 access, circulate within the site and leave via Thornhurst Drive. This would minimise the disruption to the existing service and maximise the proportion of the site with close access to a 30 minute bus service to and from Wrexham.

- 4.16 Any access to Thornhurst Drive would have a carriageway width of 6.5m which is consistent with its existing width and suitable for bus and lighter traffic use.

- 4.17 There would be no vehicular access to Byrn Estyn Road. It is envisaged that once the link road has been provided into the site to the south, there would be a prohibition of driving on a short section of Bryn Estyn Road to the west of the link road to prevent access to the Greyhound junction to traffic from the KSS2 development and link road. Whilst an issue for reserved matters, it is anticipated that access to Bryn Estyn Road to the east of the link road would then be provided by site roads as indicated by the illustrative secondary access on the masterplan.

Pedestrian and Cycle Access

- 4.18 The masterplan identifies a network of pedestrian and cycle routes which provide internal connectivity and linkage to external networks. The provision of infrastructure to promote active travel is another policy requirement of the LDP (Policy SP5).
- 4.19 As well as pedestrian and cycle access via the vehicular access points there would be pedestrian and cycle access to each end of Byrn Estyn Road and an access to the cycle route which runs along the southern side of the A534. This access links into a key north south cycle route through the site which would be provided within a green corridor.

Parking Provision

- 4.20 Parking would be considered on the site in the context of the Council's parking standards. The details of parking cannot be shown on the indicative Masterplan but will be addressed through future reserved matters applications.

5 Traffic Generation, Assignment and Future Year Traffic Flows

Trip Generation

- 5.1 The trip generation set out in the Transport Assessment was based on the trip rates used for the LDP VISSIM modelling. These rates were derived from the TRICS database - which is the industry standard source of information on trip generation - in 2018 by ITP – the consultants initially undertaking the VISSIM modelling and were approved by Council officers in this context.
- 5.2 Trip rates derived from TRICS now (February 2024) would be lower than these rates which were derived in 2018 as there has been a reduction in peak hour trip generation associated with more people working from homes since Covid. This trip generation therefore remains appropriate and robust. Table 5.1 sets out the peak hour trip generation in this context and is a repeat of Table 5.2 from the Transport Assessment.

Table 5.1: Peak Hour Traffic Generations

	Weekday Morning Peak		Weekday Evening Peak	
	Arrivals	Departures	Arrivals	Departures
Residential (private)	64	193	167	86
Residential (Affordable)	21	31	28	22
Total	85	224	195	108

Trip Distribution and Assignment

- 5.3 The Trip distribution set out in the Transport Assessment was based on the 2011 census journey to work (JTW) information using journeys to work made by car drivers at the middle super output areas level [MSOA] level.
- 5.4 While there is now information from the 2021 census, as this was affected by Covid it is not appropriate to use it for this purpose and so the 2011 information remains the most appropriate.
- 5.5 This analysis identified the broad work based distributions set out in Table 5.2 which is a repeat of Table 5.3 from the Transport Assessment.

Table 5.2: Trip Distribution and Assignment

Route	Origin / Destination	
(1) A534 (West)	Central Wrexham including town centre, hospital and university	32%
(2) Cefn Road	South Wrexham	5%
(3) Dean Road	Central north Wrexham	4%
(4) Industrial Estate Access Road	Industrial Estate	24%
(5) A534 West	Part of Cheshire West and Cheshire East	3%
(6) A5156 North	North Wales, Chester, West Wrexham and A484 South	32%
Total		100%

- 5.6 This distribution based on journey to work data was used in the LDP VISSIM model. The model will assign traffic to the most appropriate routes taking account of traffic conditions across the modelled network.
- 5.7 To give a broad indication of the level of development traffic on key corridors, **Figures 5.1** and **5.2** illustratively show peak hour development traffic flows based on the assignment assumptions set out in Table 5.3. These will not be precisely replicated in the LDP VISSIM model as they do not take account of the implications of network conditions on vehicle assignment as the model does. Figures 5.1 and 5.2 were also included in the Transport Assessment.

6 LDP VISSIM Modelling and Mitigation Strategy

Overview

- 6.1 Section 6 of the Transport Assessment includes details of the modelling that was undertaken for the LDP using the VISSIM software. Sections of the TA summarise the approach adopted, the extent of the model and the mitigation strategy – addressing the cumulative impacts of KSS2 north and south and KSS3.
- 6.2 The modelling was based on the road network as it was in 2017/18 and traffic flows from those years.
- 6.3 When the Transport Assessment was prepared in late 2020 the modelling was only a year or so old and in any event the implication of Covid meant that it was not possible, even if it had been necessary, to check traffic flows and consider whether the modelling remained valid.
- 6.4 Now in 2024 with the short term implications of Covid over and the modelling 5 or so years old, it is necessary to consider whether the LDP model remains valid and by implication whether the agreed mitigation package based on it can be relied upon.

Key Model Inputs

- 6.5 The development of the VISSIM model was a relatively complex process but in essence it was based on the road network and traffic flows as they were in 2017 and 2018.
- 6.6 We have already noted in Section 2 of this report that there have been no physical changes to the road network since the application was submitted and in turn there had been no changes between the application submission in 2020 and the time the model was developed in 2017/ 18. On this basis the physical road network the model is based on remains valid.
- 6.7 Similarly in Section 2 we presented peak hour traffic flows at key junctions from October 2023 and compared them with those from 2017 / 18 that were part of the data set used to develop the model from. These showed that current traffic flows were generally lower than the ones used to develop the model.
- 6.8 The only increases are associated with the Euro Garges site at the A5156 / A534 roundabout and these are very localised and have not resulted in any increases at adjacent junctions. Indeed, even with this site operational the total traffic flows at the roundabout in the morning peak are lower than they were in 2018 and while they are higher in the evening peak, they are only marginally higher.
- 6.9 On this basis there is no reason to suggest that traffic flows have changed sufficiently in the last 5 or 6 years to affect the validity of the modelling. In fact, the 2023 traffic flows suggest that the model has more traffic in it than it would if it had been developed today and can therefore be considered as robust.
- 6.10 In section 2 we noted that the default urban speed limit in Wales has changed from 30mph to 20mph and that as a result the roads in the vicinity of the site which has a 30mph speed limit were now 20mph which included the A534 Holt Road west of the A5156 roundabout and Cefn Road. This has not affected the speed limits on the A5156 or the A534 east of the roundabout which remain at 70mph.
- 6.11 Journey times are used in the model development process so the change in the speed limit could affect the modelling albeit the roads most local to the site are not affected.
- 6.12 However, the speed limit effects link speeds and not total corridor travel time, which includes delays at junctions and crossings etc. Generally, in urban areas it is the delays that have the greatest impact on journey times, not link speeds and therefore the change in speed limit may not have a particularly significant impact on journey times. This is one of the points that is often made in considering the implications of introducing an area wide 20mph speed limit.

- 6.13 Tables 6.1 and 6.2 show the 2017 / 18 corridor travel times for the three urban corridors in the VISSIM model for the morning and evening peak hour used in the development of the model.

Table 6.1: Model Baseline Journey Times and Speeds Morning Peak Hour

		Distance (Miles)	Times (secs)	Mean Speed
Holt Road - Tesco R'bout to A5156 R'bout	Northeast Bound	1.5	236	23
	Southwest Bound	1.5	250	22
Cefn Road - Queensway to Borrass Road	Northbound	1.5	228	24
	South Bound	1.5	244	22
Borrass Park Road - Jeffrey's Rd to A5156	Northeast Bound	0.45	110	15
	Southwest Bound	0.45	104	16

Table 6.2: Model Baseline Journey Times and Speeds Evening Peak Hour

		Distance (Miles)	Times (secs)	Mean Speed
Holt Road - Tesco R'bout to A5156 R'bout	Northeast Bound	1.5	262	21
	Southwest Bound	1.5	272	20
Cefn Road - Queensway to Borrass Road	Northbound	1.5	229	24
	South Bound	1.5	261	21
Borrass Park Road - Jeffrey's Rd to A5156	Northeast Bound	0.45	121	13
	Southwest Bound	0.45	118	14

- 6.14 The final column of the Tables shows the mean speeds along the corridors were at or around 20mph anyway in 2017/18 so the introduction of the 20mph speed limit is unlikely to have a significant impact on corridor journey times.
- 6.15 Some early analysis has been undertaken of the effect of the introduction of the speed limit which indicates the median speed has dropped from 22.7mph to 19.8mph. This helps demonstrate the point that the speed limit change would not have a significant impact on journey times on the urban roads included in the model.
- 6.16 The other point to consider in this context is that the only route choice there is in the model is on urban roads which had 30mph speed limits previously and are now 20mph so relatively the journey times will not be significantly different.
- 6.17 On this basis, the current highway and traffic conditions are similar enough to those in 2017/18 to mean the model remains a valid tool for testing development impact.

Forecasting Parameters

- 6.18 Having established that the model remains a valid tool this section of the Addendum Transport Assessment considers whether the parameters used to forecast future year traffic demands and necessary mitigation remain valid.
- 6.19 The key input parameters in this regard are trip generation and distribution from the developments being tested and any further future year traffic growth.
- 6.20 In Section 5 we showed that the trip generation for the proposed development was based on the figures used in the modelling and that if trip rates were derived now they would be lower than these. On this

basis for the proposed development the trip generation used in the model remains valid and is considered to be robust.

- 6.21 Similarly in Section 5 we showed that the trip distribution of the proposed development traffic was based on the best available census data and therefore remains valid.
- 6.22 The other developments included in the modelling were KSS2 south and KSS3.
- 6.23 The trip generation and distribution used for KSS2 south was calculated on the same basis as KSS2 north and therefore this remains valid.
- 6.24 For KSS3 – the large employment allocation in the industrial estate – a planning application for the development of this site was submitted last year. The trip generation from the site included in the Transport Assessment submitted with that application is notably lower than that included in the modelling. While the Council has questioned a number of elements of the submitted TA, including the level of trip generation, this does demonstrate that the trip generation used in the LDP modelling for KSS3 is likely to be robust.
- 6.25 The trip distribution for KSS3 used in the modelling was based on the 2017 / 18 traffic patterns of industrial estate traffic. The 2023 surveys show these are relatively similar so the distribution used for KSS3 traffic remains valid.
- 6.26 Background traffic growth was also included in the modelling based on TEMPRO derived growth rates for 2018 to 2023 and 2018 to 2028 – 2023 was the interim assessment year, when it was assumed partial levels of development had been built and 2028 was the year the full development had been completed.
- 6.27 The 2023 surveys show that there has not been any growth in traffic since 2018. While the calculation of growth rates using TEMPRO is year specific, it is in reality only providing a very approximate estimation of potential growth and has consistently over estimated traffic growth even in the decade preceding Covid.
- 6.28 The fact that the model includes growth from 2018 to 2023 and 2018 to 2028 therefore provides a reasonable estimation of potential background traffic growth over a 5 and 10 year horizon from now, so 2029 and 2034.
- 6.29 Therefore, the growth assumptions used in the modelling remain valid. Apart from Euro Garages, the traffic from which is included in the 2023 traffic counts, we understand that only one development has been approved in the local area since the modelling was undertaken. This is a small residential site on Land North of Holt Road (application reference P/2018/0673) which was too small (up to 74 dwellings) to require any off site traffic analysis. It can therefore be assumed that the traffic from this development will have been taken account of by the background traffic growth included in the model.
- 6.30 On the basis of the above analysis, it is clear that the modelling undertaken for the LDP remains valid and that the mitigation strategy derived from this – which was the basis for the recommendation to approve the 2019 application (which in highway terms the planning committee did not disagree with) – also remains valid.

Agreed Mitigation

- 6.31 The results of the modelling are set out in paragraphs 6.25 to 6.35 of the Transport Assessment for the 2023 model runs and 6.36 to 6.41 for the 2028 model runs. As above these will be reasonable and almost certainly robust predictions of network operation in 2029 and 2034 if the model had been built now.
- 6.32 The factors which affected the scope and timing of the mitigation specific to KSS2 North are set out in paragraphs 6.42 to 6.59 of the Transport Assessment.
- 6.33 Improvements to the A5156 and industrial estate roundabouts on the A534 are covered in the first of these paragraphs (6.42 to 6.53). This identified how significant KSS3 traffic was in determining the extent and timing of these improvements. The analysis in the Transport Assessment sets out how, on this basis, the widening scheme on the A534 westbound approach required as mitigation for KSS2 North was determined.

-
- 6.34 As the modelling remains valid this analysis is still valid and therefore the widening scheme shown in drawing CBO-0322-017, which was included in the 2019 application and put forward again in this application remains appropriate. This drawing is included in **Appendix A** of this report.
- 6.35 As set out in the Introduction, it was agreed with the Council for the 2019 application that the part of the KSS2 link road from the A534 / A5156 roundabout to the southern boundary of the site would be provided by the developer of KSS2 north and that a contribution, proportional to the size of the site relative to KSS2 south, would be provided for the part of the link road between the north and south sites.
- 6.36 On this basis the timing of the KSS2 link road is considered in paragraphs 6.54 to 6.59 of the Transport Assessment. The analysis set out in these paragraphs shows that it is the build out of the north and south parts of KSS2 which is the most significant factor in determining the timing of the KSS2 link, KSS3 traffic is much less significant in this regard.
- 6.37 The analysis in the Transport Assessment describes how if development proceeds at the rate anticipated in the modelling the link road would be required when there were 250 units on KSS2 north, but if KSS2 south came forward more slowly, more or all of the development on KSS2 north could be provided.
- 6.38 The Transport Assessment then describes how there would be further discussion with the Council during the determination of the application to agree an appropriate timing point.
- 6.39 The position now reached with the Council is that the KSS2 north developers would provide the link road from the A534 / A5156 roundabout to the southern boundary of the site before occupation of the 250th dwelling. This will be covered by a planning condition and not linked to the build out of KSS2 south even though a planning application for this site has not yet been submitted.
- 6.40 Similarly, it is now agreed that the proportional contribution to the cost of the section of the link road between the north and south sites would be paid on occupation of the 300th dwelling. This would be covered through a S106 agreement.
- 6.41 As the modelling remains valid the analysis of the mitigation requirements set out in the Transport Assessment and summarised above remains valid.
- 6.42 As these also formed the basis of the 2019 application which officers recommended for approval and members did not find issue with despite rejecting the application on other grounds, there is no reason why highways matters should be a reason for refusal of this application.

7 Conclusions and Recommendations

Conclusions

- 7.1 Land South of Holt Road (the application site) is now an allocation in the adopted version of the Wrexham Local Development Plan (LDP). It forms the northern element of the wider KSS2 allocation which extends south and west to Cefn Road. The allocation of the site in the LDP demonstrates its broad compliance with national and local transport planning policy – which has not changed materially since the application was submitted – and the site is fundamental to the delivery of the Council's housing growth strategy.
- 7.2 The site is in an accessible location. In this context the situation described in the Transport Assessment is broadly consistent with the current situation albeit the local bus now runs a Sunday service.
- 7.3 The highway network in the vicinity of the site is as it was when the application was submitted and when the LDP modelling was developed. Urban roads in the local area now have a 20mph speed limit but this is unlikely to have a significant impact on whole corridor journey times.
- 7.4 Traffic surveys undertaken in October 2023 show that traffic flows are now generally lower than they were in 2017 / 18 when the LDP modelling was developed.
- 7.5 Trip generation and distribution set out in the Transport Assessment and used in the LDP modelling remain valid.
- 7.6 Trip generation and distribution for the other developments included in the LDP modelling (KSS2 south and KSS3) remain valid. Similarly, the traffic growth used in the modelling is suitable to estimate a potential level of growth to 2029 and 2034 had the modelling been developed today.
- 7.7 The LDP model remains a valid tool and the with development forecasts of network operation produced by the model are also still valid.
- 7.8 Using the findings of the modelling a package of highway measures required for development of KSS2 north was developed for the 2019 application. This agreed mitigation involved three elements:-
- The provision of a main site access from the southern side of the A534 Holt Road / A5156 roundabout, together with widening of the westbound A534 approach to the roundabout and the southern section of the circulatory carriageway. The delivery of the scheme would be through planning condition with Barratt and Bloor funding and implementing the works in their entirety.
 - The provision of the section of the KSS2 link road through the site from the A534 Holt Road / A5156 roundabout to Bryn Estyn Road at the southern boundary.
 - Contribution to the cost of the section of the link road between the southern boundary of the northern part of KSS2 and the northern boundary of the southern part.
- 7.9 The same mitigation is proposed in this application and there have been no changes to this principle since the application was submitted.
- 7.10 In this context the proposed access arrangement for which planning permission is being sought is shown in CBO drawing CBO-0322-017 in **Appendix A**. This is the same drawing that was recommended for approval in the 2019 application and which members did not find issue with. These works would be delivered through planning condition with Barratt and Bloor funding and implementing them in their entirety.
- 7.11 Barratt and Bloor are also committed to the provision of the section of the KSS2 link road through the KSS2 north site from the A534 / A5156 roundabout to Bryn Estyn Road. It is now agreed that this would be provided before occupation of the 250th dwelling, notwithstanding the level of development on KSS2 south. This would also be covered by a planning condition.
- 7.12 Barratt and Bloor are also committed to providing a contribution to the cost of the section of the KSS2 link road linking the north and south sites. This would be proportional to the number of units each part of the site can deliver and on this basis the contribution would be 35% of the total cost. It is now agreed that this contribution would be paid before occupation of the 300th dwelling.
- 7.13 As the modelling remains valid and as this mitigation also formed the basis of the 2019 application which officers recommended for approval and members did not find issue with despite rejecting the application

on other grounds, there is no reason why highways matters should be a reason for refusal of this application.

Recommendations

- 7.14 In light of the above and subject to the provision of the highway works shown in CBO drawing CBO-0322-017, construction of the link road to Bryn Estyn Road and payment of a contribution to the section of the link road linking the north and south sites, it is the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse the application for the proposed development.



Figures

Figure 1.1 Site Location - Strategic

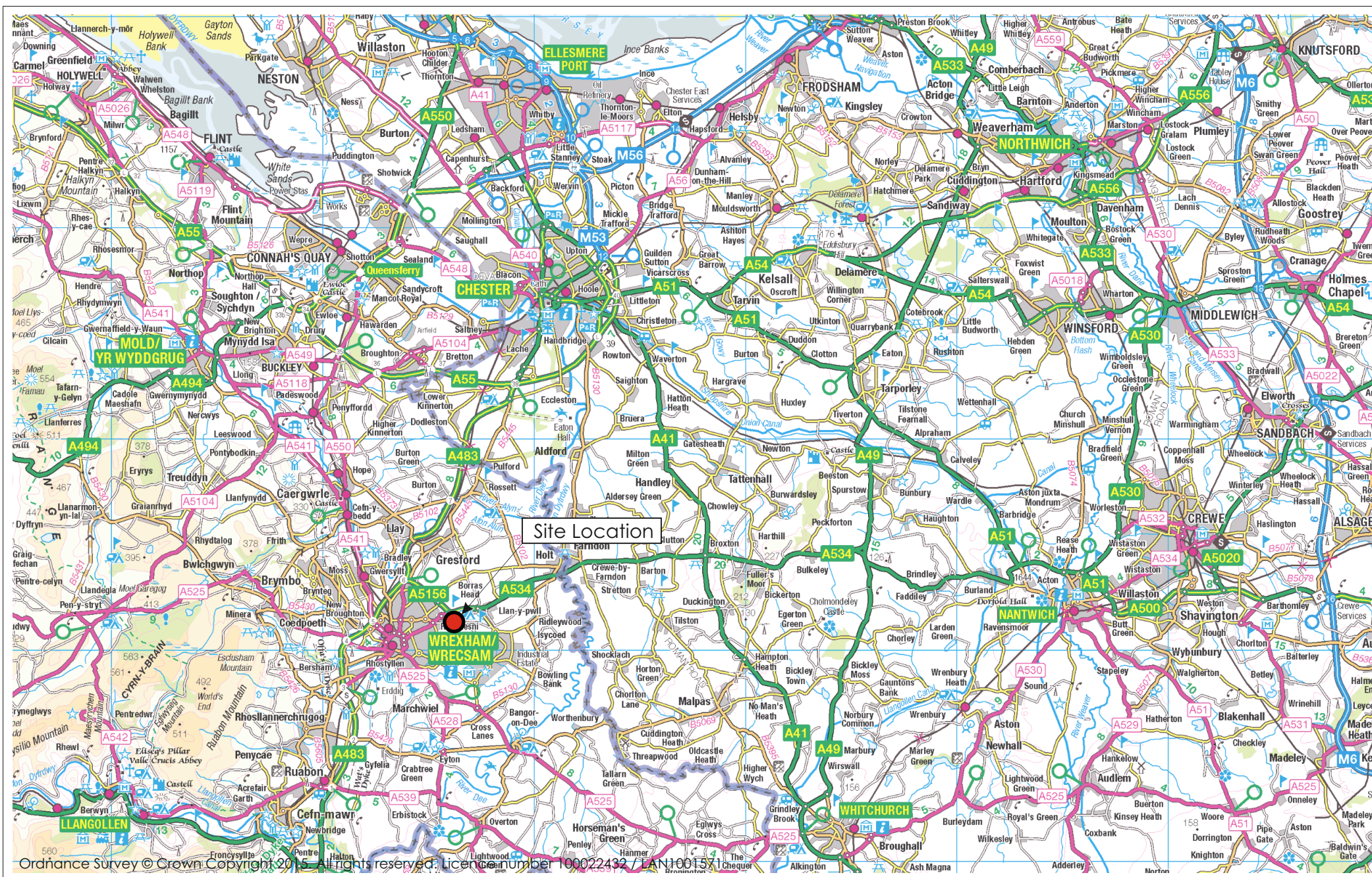


Figure 1.2 Site Location (Local)

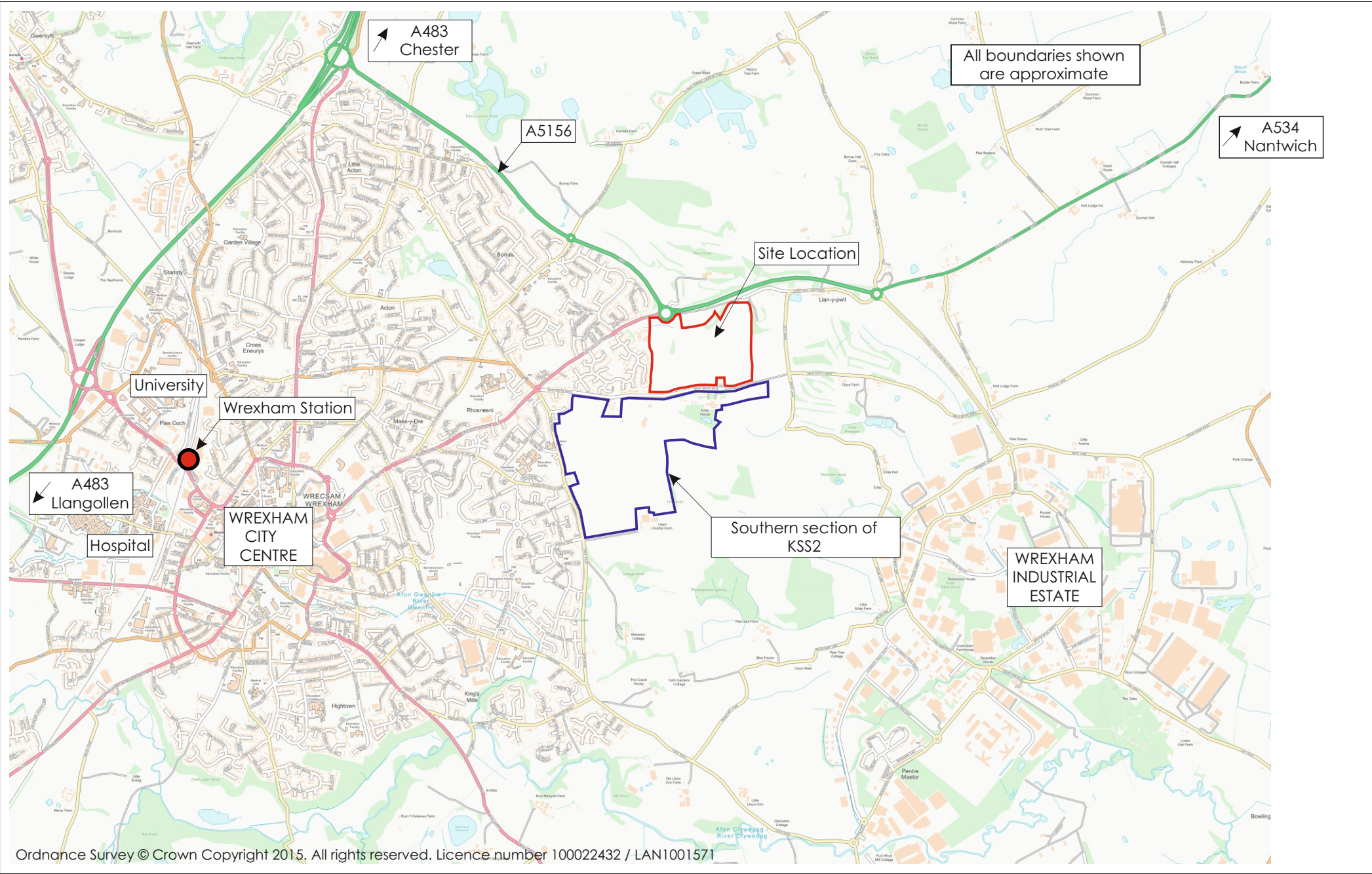


Figure 1.3 Local Context

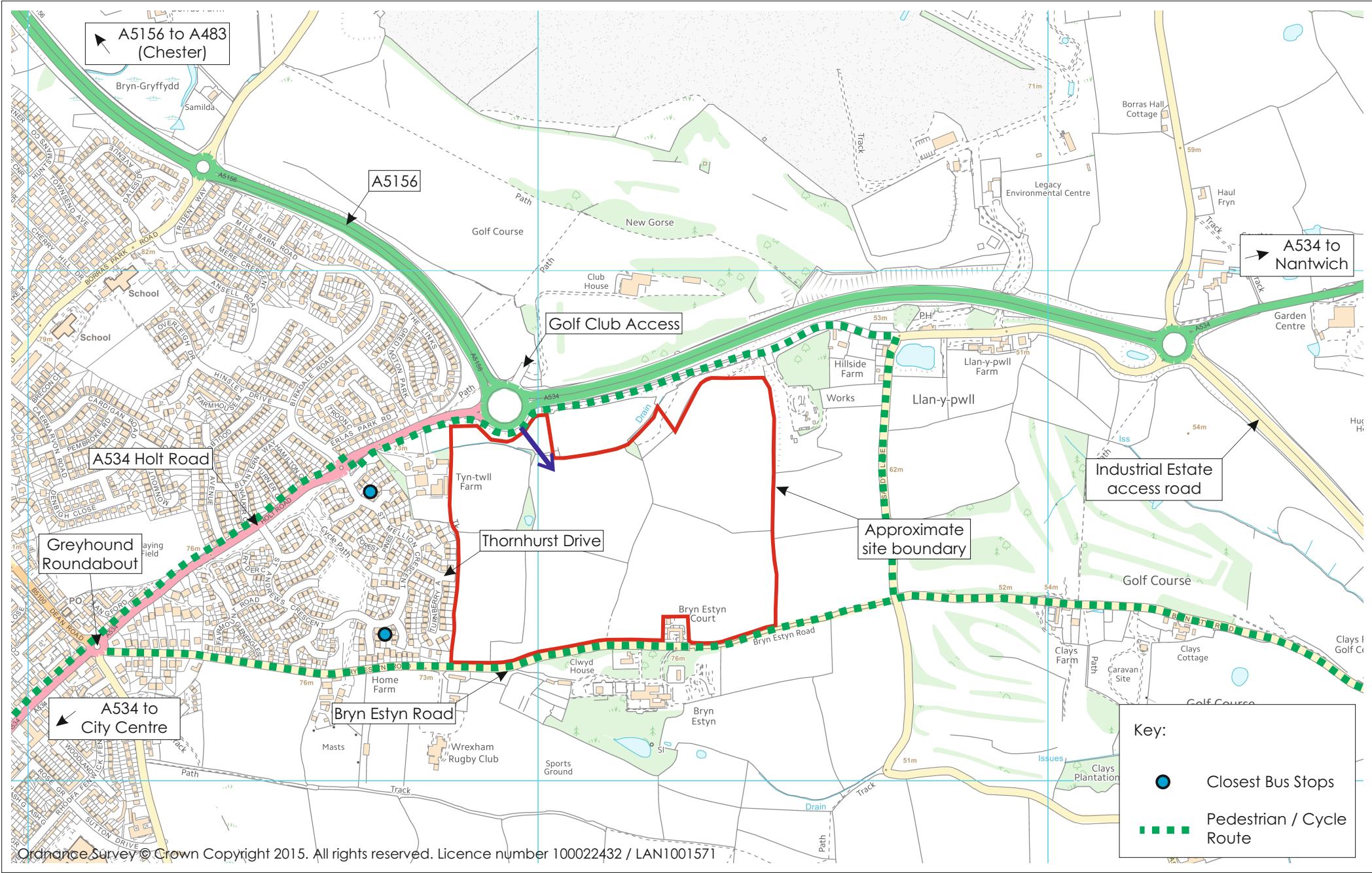


Figure 2.1 Comparison of 2017/18 and 2023 Traffic Flows: Weekday **Morning** Peak

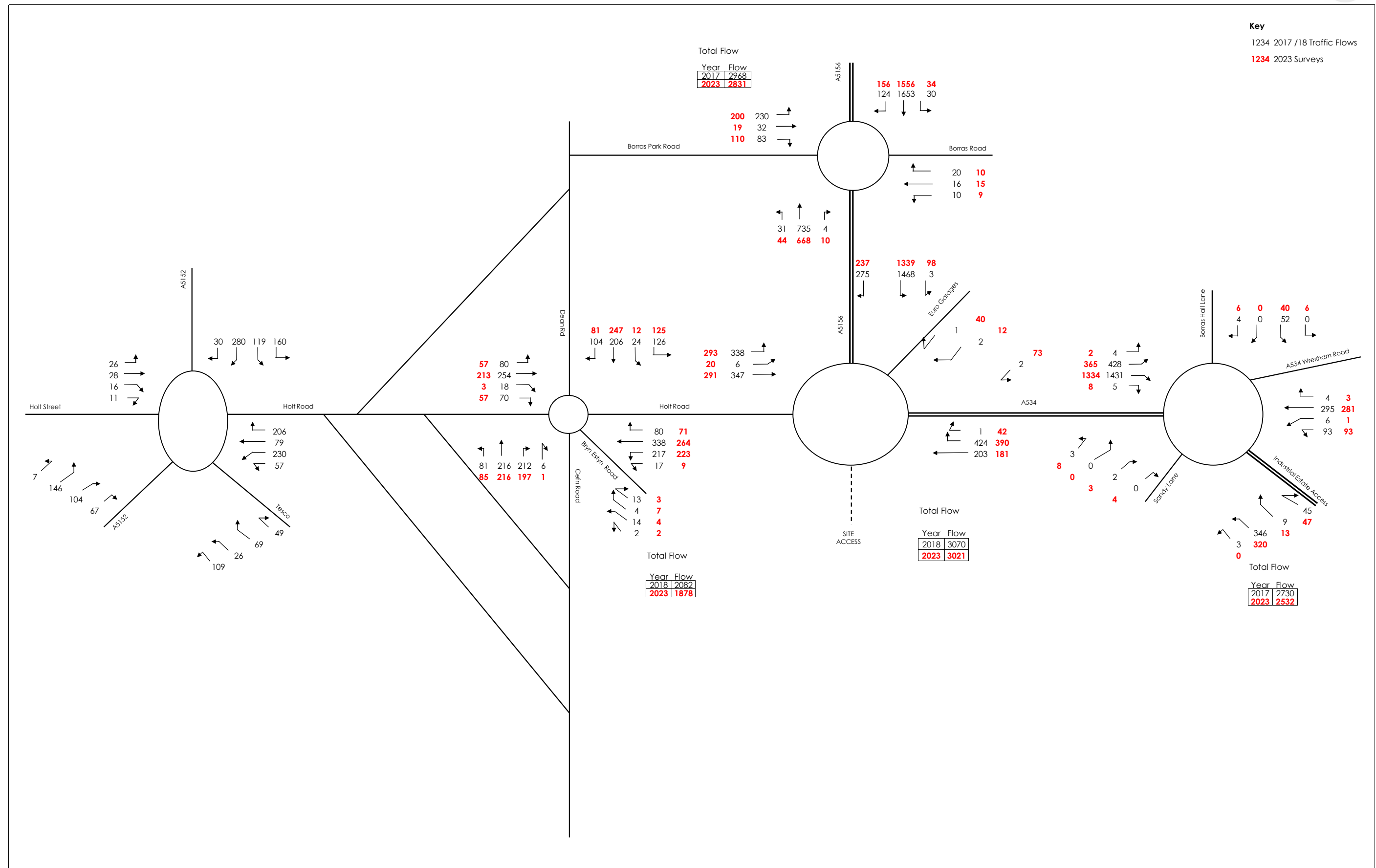


Figure 2.2 Comparison of 2017 / 18 and 2023 Traffic Flows: Weekday Evening Peak

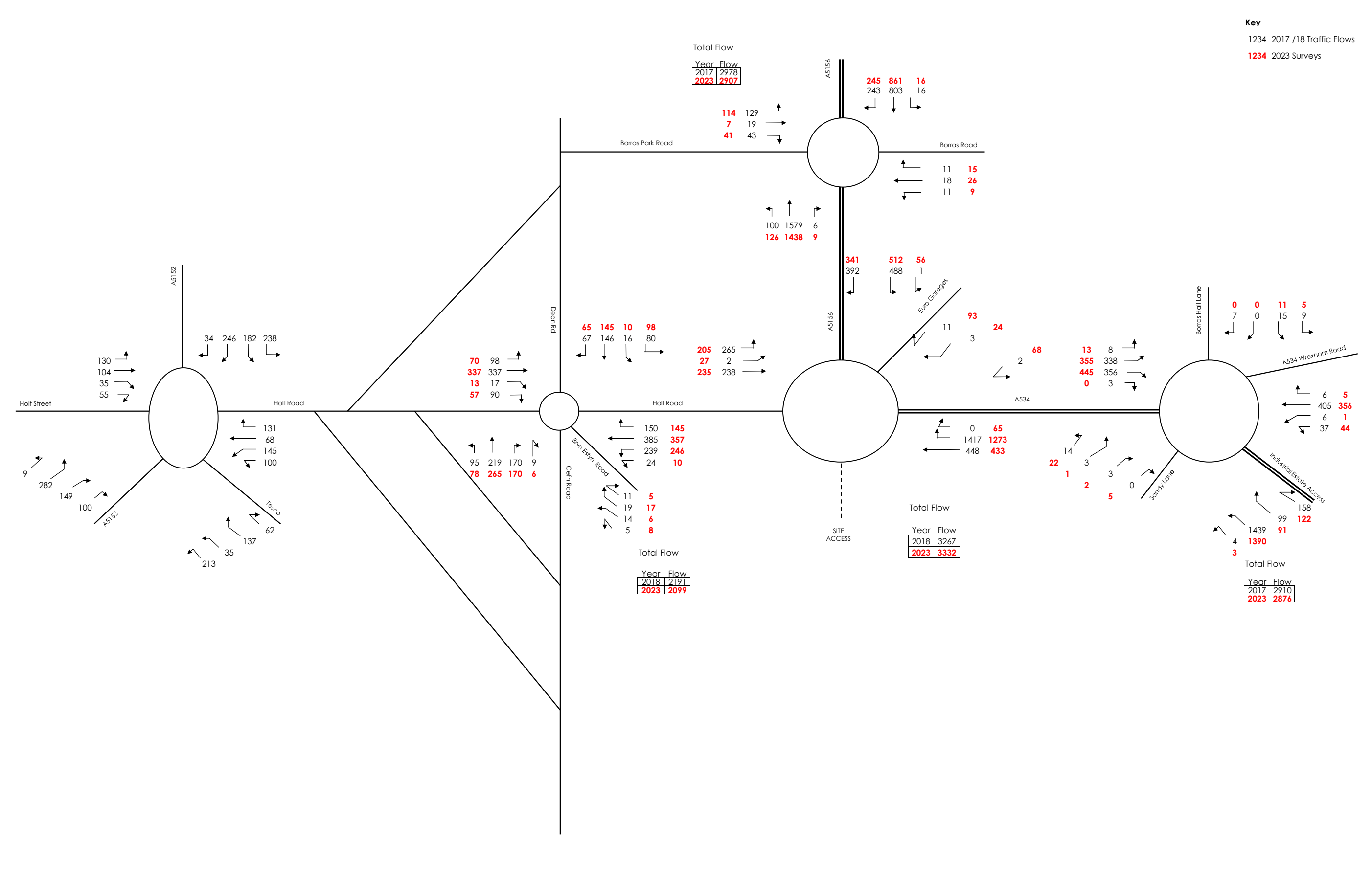


Figure 3.1 Local Facilities

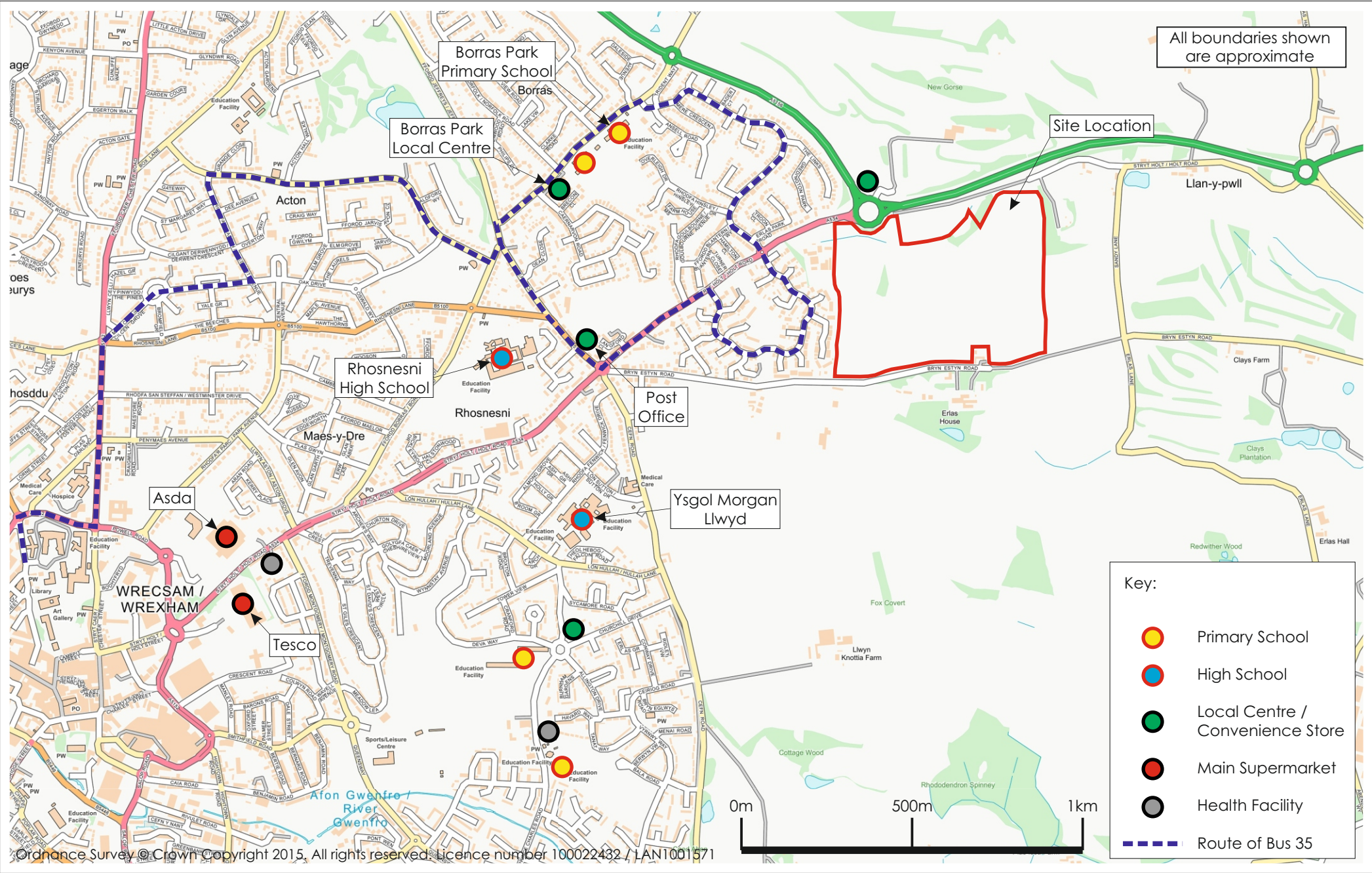


Figure 5.1 Development Traffic Flows: Morning Peak

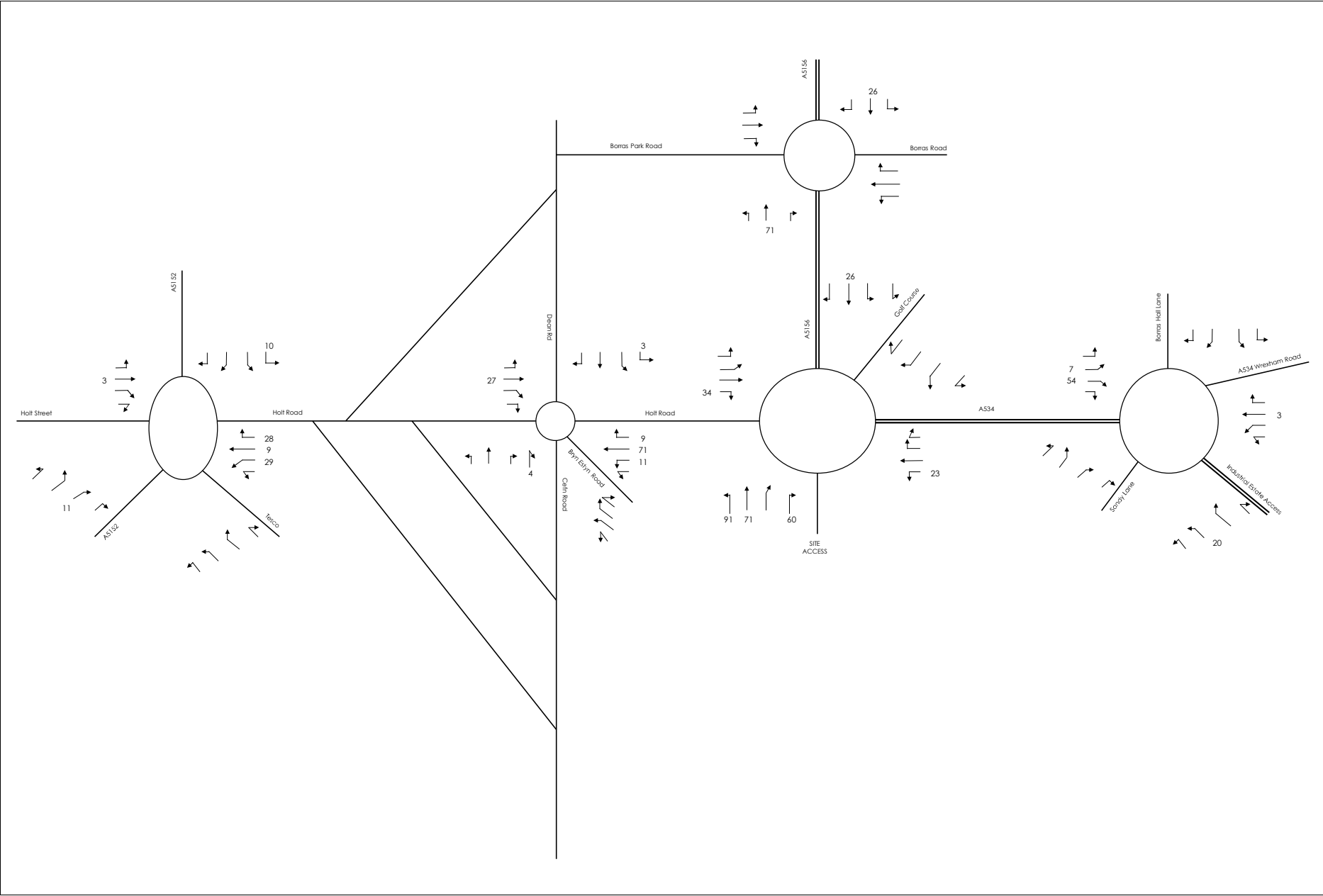
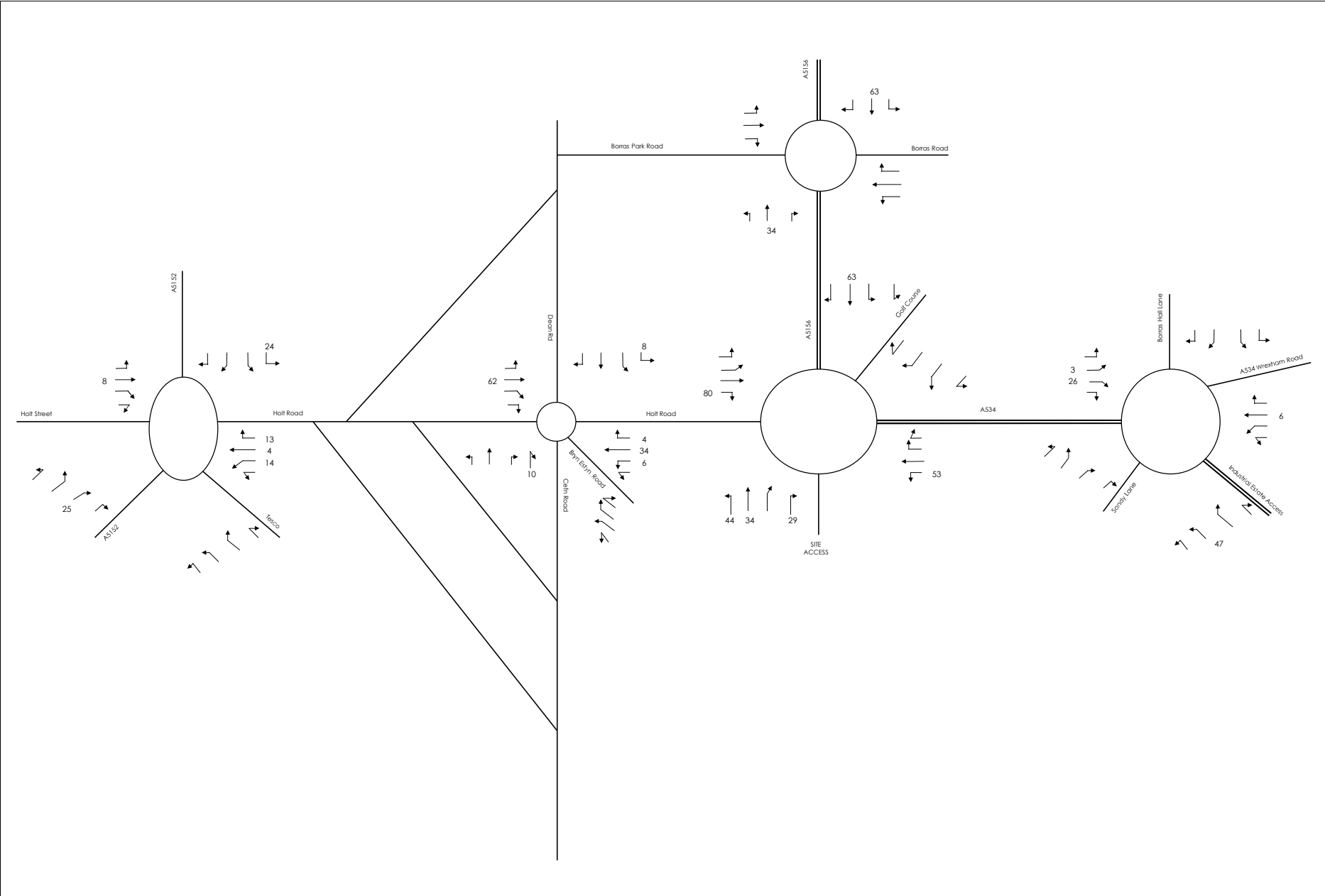


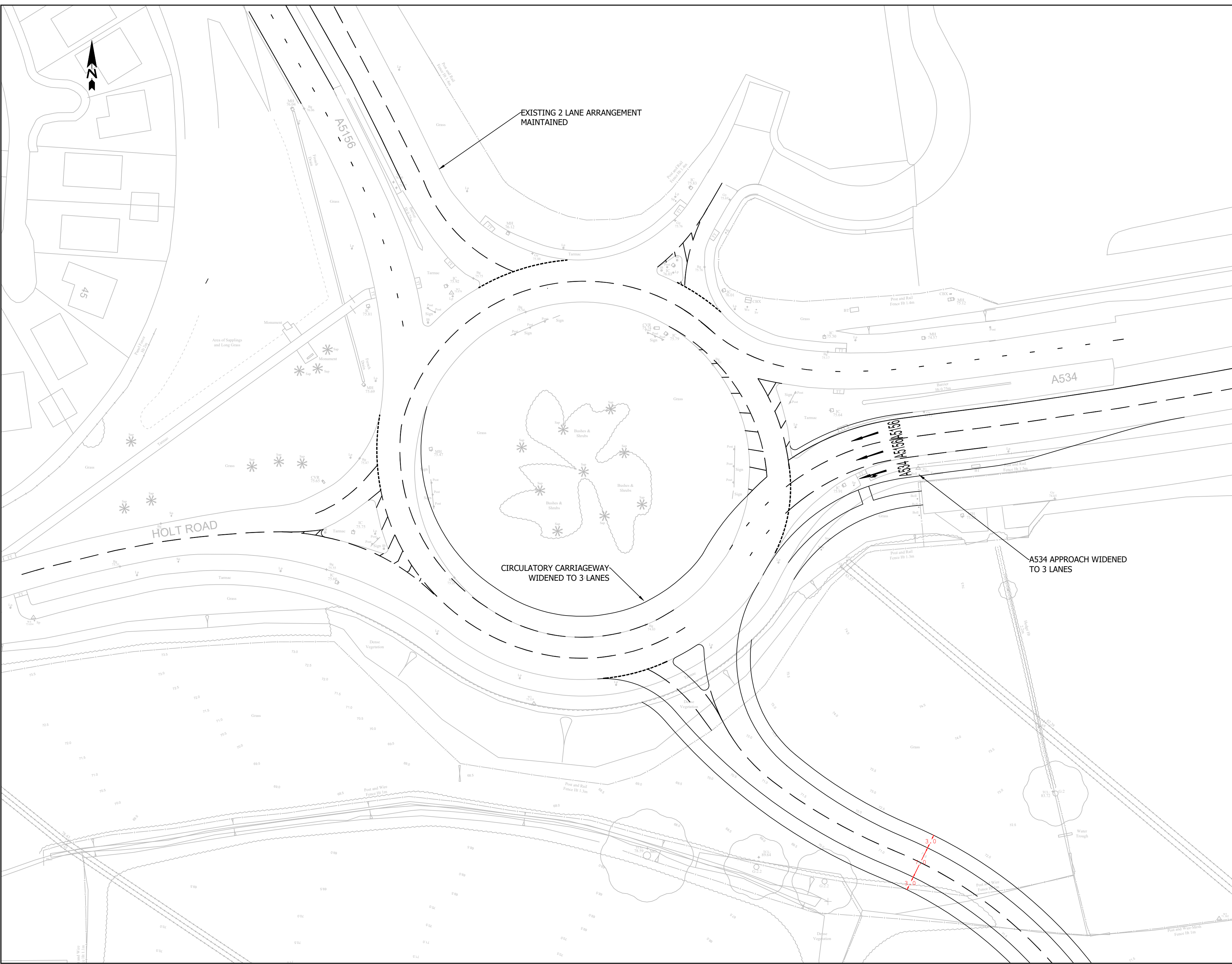
Figure 5.2 Development Traffic Flows: Evening Peak





Appendix A: Drawing CBO-0322-017: Site Access and Improvements to
A534 / A5156 Roundabout





Rev.	Date	Revision Details	Drawn	Checked	App.



CBO
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E: info@cbotransport.co.uk
W: www.cbotransport.co.uk

Client
Barnett Homes and Bloor Homes North West

Project
KS22 / KS53

Drawing Title
A5156/A534 Roundabout
Interim Improvement Scheme

Drawn	Checked	Approved
SFB	PC	PC

Scale / Size	Date
1:500 @ A2	22.08.2019

Status	Drg No	Rev
Information	CBO-0322-017	



Appendix B: Site Parameters Plan





Canada House, 3 Chepstow Street, Manchester M1 5FW
0161 228 7721 mail@randallthorp.co.uk www.randallthorp.co.uk

- KEY:**
- Site boundary
 - Open space
 - Residential development
 - Primary access point (as per CBO Site Access Plan re CBO-0322-017)
 - Further primary access point (illustrative location only)
 - Potential secondary link
 - Strategic link road (illustrative route only)
 - Primary roads (illustrative only)
 - Potential links to adjacent land
 - Footpaths
 - Strategic shared use footpath/cycleway link
 - Existing pedestrian and cycle routes
 - Existing vegetation to be retained
 - Existing pond to be retained
 - Proposed woodland and tree planting
 - Proposed equipped play area (400m²)
 - Indicative SuDS attenuation areas (if required)


**BARRATT
HOMES**
built around you


BLOOR HOMES

John Raymond Jones

*The Trustees of The
Wrexham (Parochial)
Education Foundation*

Land South of Holt Road Wrexham

Parameter Plan

Drwg No: 661B 05 D	Date: 16-12-20
Drawn by: SB	Checker: DL
Rev by: EM	Rev checker: SB
QM Status: Checked	Product Status: Issue
Scale: 1:2500 @ A3	



Appendix C: Welsh Government No Direction Letter





Llywodraeth Cymru
Welsh Government

Development Control
Wrexham County Borough Council
16 Lord Street
Wrexham
LL11 1LG

Eich cyf / Your ref P/2021/0436

Ein cyf / Our ref 21/NM-3874

05 July 2021

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)
ORDER 2012:**

**Land South of Holt Road Wrexham
UP TO 600 DWELLINGS, WITH ASSOCIATED LANDSCAPING, PUBLIC OPEN
SPACE AND ON-SITE INFRASTRUCTURE, WITH ALL MATTERS RESERVED
EXCEPT FOR THE NORTHERN SITE ACCESS**

I refer to your consultation of 18 May 2021 regarding the above planning application and advise that the Welsh Government as highway authority for the A483 trunk road does not issue a direction in respect of this application.

If you have any further queries, please forward to the following Welsh Government Mailbox
NorthandMidWalesDevelopmentControlMailbox@gov.wales

Yours faithfully

Casey Dunn



BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE

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